17	CLASSIFICATION SHOREST		
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	. INFORMATION REPORT	CD NO.	
COUNTRY	Poland	DATE DISTR.	25 Feb. 1952
SUBJECT	Information on Gdynia Harbor	NO. OF PAGES	3
PLACE ACQUIRED	25X1A	NO. OF ENCLS.	
DATE OF INFO.		SUPPLEMENT TO REPORT NO.	O 25X1X
ī.	The Greek 5.5. mer. Charfrom Tsingtao in Hamburg until 6 August 1970 carried were destined for Hamburg and her of From Hamburg she proceeded in ballast to Gd 10,000 tons of coal for Buenos Aires. The values on 26 September 1951 in tow of anothe lost her propeller. From 10 to 17 August 19	re cargo for ynia where s essel arrive r vessel hec	akes she Czechd elo vakia he took on d in B unos
2.	Female harbor police were seen for the firs a blue cap with a visor and a golden anchor	t time in Gd	ynia. They wore ue jacket with

- 2. Female harbor police were seen for the first time in Gdynia. They wore a blue cap with a visor and a golden anchor badge, a blue jacket with dark buttons, a plaited skirt, a brown belt; some of them were armed with carbines. The frontier police were accompanied by German police dogs when searching the vessels leaving harbor.
- 3. Pump steamers were working on the German battleship Gneisenau which was scuttled at the harbor entrance. Pumps were also seen on the upper deck of the battleship. (1)

4.	ectal solom	ents (blv ore carrying i	ncreased considerably. On 14 August i (Silesian Quay) was closed to vessels are now allowed to butth the following ore carriers put las
9	Date	Name of Ship	Tons of Ore Carifor
A		Maple Hill (British)	about 10,000 tens (trades under
lass.		Penelope (Finnish)	Polish charter) about 3,000 tons
To.1		Wroclaw (Polish)	about 3,000 tons
Ghange Change Declass ass. Chan	August	Henrik Ibsen (Norwegian)	about 3,000 tons (scheduled to leave in ballast on 17 August)
TES CO A	5	Jednocz Robotnica	unidentified camp (2)

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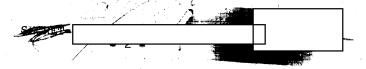
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Date	Name of Shito	Tons of Ore led
14 August	Narocz (Polish)	about 2,000 tons
a kata kind	Mill Hill (British)	10,600 tons (3)
15 August	Bialystok (Polish)	10,000 tons (4)
16 August	Mathild I (Swedish)	2,000 tons
	vessel of uniden- tified nationality.	10,000 tons

- on 13 and 14 August 1951, the tanker Tavira underwent engine trials.(5) on 14 August, the Soviet S.S. Novosibirsk (5,900 GRT) leaded coal. This vessel came from the Far East. Ten AAA platforms were counted (3 on the forecastle, two on the bridge, two aft of the funnel and three at the mast). (6) The Soviet tug Prometei put in with the seagoing lighter. The in tow. They left again with a eargo of coal on 15 August 1951. On 15 August, the British S.S. Commedore Grant (7,130 GRT) entered in ballast and left harbor in the evening. (7) The Norwegian S.S. Iron Baron (3,300 GRT) with a full cargo of lumber shifted berth from Holzhafen (Lumber Harbor) to Schlesischer Kai for coaling. She left Gdynia for Durban arriving on 8 October 1951. One ship of the POL put in fully loaded but her name could not be identified. On 17 August, the Folish M.S. Batory (14,287 GRT) put in. She was due to leave for her first voyage to India and Pakistan on 19 August. (8) The French S.S. Hebe (5,30 GRT) left harbor with a cargo of coal. The small Soviet S.S. Aretusa put in and left harbor in the evening with a cargo of coal. On 17 August, the Folish S.S. Kolobrozeg (2,370 GRT) entered port in ballast. (9) The Soviet S.S. Turaida (2,388 GRT) also entered port in ballast on the same
- During the stay of the S.S. Megalohari in Gdynia, the following Polish warships were observed. On 14 August, the minesweeper Zodiak put in from sea. She was painted gray and her funnels were marked by two red rings. About 3:20 a.m. on 14 and 16 August, submarines B 11 and B 12 left harbor, putting in again about 6 p.m. During all that time B 13 was berthed beside the quay in the war harbor. Submarines B 12 and B 13 were of the same type. Their forward gun had a yellow band. Access to the conning tower was by a ladder fitted at the side. B 11 is a smaller type, but her couning tower is higher. The forecastle is slightly raised; the shape of her stern with the projecting lateral tanks is a striking feature of the vessel. On 16 August, the Polish auxiliary Brygada (second name was not identified) anchored in the roadstead. On the forecastle she carried a gun of about 88 mm; on the forward part of the bridge were two AA weapons behind a protective shield, and at the stern another gun of about 80 mm. She was a conventional merchant steamer with portlights. In the afternoon, a former German landing craft (Marinefaehrprahm) flying the Polish naval jack left port. A Polish tug with a target in tow coming from Danzig passed the roadstead and proceeded toward Hela.

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(1) According to other reports the Gneisenau will be scrapped. Work began in April 1951.

(2) This ship has not been reported under way to date. It is known that she was built by the shipyard in Danzig. Her size is 1,550 GRT.

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This ship was renamed Educator. She was sold to a Panamanian shipping company and carries the flag of Liberia. She left Gdynia and Antwerp for Karachi in early September 1951. This ship ran aground on the south coast of Swella on 2 August 195 and could only be refloated after lengthy salvate operations carrie out by Polish tugs.

(5) According to other information, the name of this ship is Praca. She has not been engaged in trade.

has not been engaged in trade.

In late June, this ship arrived in Antwerp coming from the Far East and left Antwerp for Gdynia. Other reports stated that the passed the Kiel Canal en route from Rotterdam on 10 American 1951. Her destination was declared to be Libau, but she proceeded to Gdynia. This ship left Gdynia for Casablanca. She was abserved already three times on this route. She is possibly chartered by the POL.

M.S. Batory returned to Gdynia from her first voyage to India and Pakistan on 10 October 1951.

This ship arrived from the shipyard in Aarhus, Denmark where she had been from 24 April to 9 August 1951.

This ship has not been observed since March 1951. She seems to trade

(7)

This ship has not been observed since March 1951. She seems to trade (10)only between Baltic ports.

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